

# PEABODY DEFENDS HIS RULE.

**HIS SOLE OBJECT WAS TO UPHOLD LAW IN COLORADO.**

The Governor Denies That He Is Opposing Union Labor as Such, but Says the Western Federation of Miners Has Committed Many Terrible Crimes.

DENVER, Col., July 30.—Gov. Peabody to-night issued a statement to the people of Colorado regarding the fifty-nine counties of the State and the "false representations of the conditions in the State at large." He adds:

"This picture has been drawn by certain citizens of our State, who for selfish purposes, which are apparent, seek to tarnish the fair name of a great and prosperous Commonwealth. If the public press is to be credited, the delegation from this State to the recent St. Louis convention pictured before the representatives of every State in the Union the vice and degradation and lawlessness of their own State."

"It has become the settled policy of those who hope to gain political advantage through the misfortune of the people of a few localities to inaugurate by daily pronouncements a campaign of hatred, and to lead that large law-abiding and liberty-loving body of our citizens who belong to labor unions to believe that I have been, and am still, engaged in waging a war against all union labor. Nothing could be further from my policy or my desire."

The Governor then reviews the labor troubles of the State at length, and again declares his intention of preserving the peace and harmony of the State.

Gov. Peabody refutes the contention that the strike begun by the Western Federation of Miners at the Ore Pit near Leadville, because of the failure of the Legislature to enact an eight-hour law, pointing out that it was called upon to oppose, but through it all the adjournment of the Legislature, which then had under consideration an eight-hour law. Later a sympathetic strike was declared by the miners at the Ore Pit, and the ore was shipped to the mill at Leadville.

Gov. Peabody goes into the history of the Western Federation of Miners, which, he declares, has been replete with assaults, outrages and murder.

Gov. Peabody concludes:

"I have had the challenge with a policy none too vigorous for the outwary. I have had only one object, and that was to show the people of Colorado that the laws will be upheld, that a criminal will be punished, and that the policy of this administration and that everywhere within the borders of Colorado property shall be secure and labor shall be free."

## MINERS CHANGING BASE.

**Have Decided to Call Another Meeting of the Conciliation Board.**

WILKESBARRE, Pa., July 30.—The announcement of President Connell of the Conciliation Board that the miners have the privilege of calling another meeting as soon as they desire has been taken advantage of instantly by the employees of Coxe Bros. & Co., and President Detry has requested a meeting for next Tuesday.

The Coxe employees threaten that if the board does not adjust their grievance they will go on strike. The meeting of the executive board of the miners of this district will be held on Monday, and it is understood generally among the mine workers that instead of ordering the strike, which the board is empowered to do, the members will postpone action in the hope of reaching a settlement with the operators on the check weighing and check docking being grievances.

The mine workers are no more anxious for a strike than the operators and it is now believed the workers will consent to submit the entire question to an umpire, whom Judge Gray will be asked to appoint.

President T. D. Nichols said to-day that the board would issue a statement replying to that of the operators after a thorough discussion of the controversy on Monday morning. The position of the operators was defined to-day by President Connell of the conciliation board. He said:

"The operators do not want a strike because it is one of the worst things that could happen to business. We are willing to abide by all of the laws of the anthracite strike commission. This has been true from the beginning and will remain so to the end. The conciliation board has done much good and the present trouble could be completely solved if the miners were not for the suspicion that the miners' leaders are stirring up trouble to revive interest in their union."

## JOE LEITER'S STRIKE BREAKERS.

**Attempt to Send Non-Union Men to His Coal Mines Frustrated by the Strikers.**

DROGHEDA, Ill., July 30.—The first attempt by Joseph Leiter to import non-union men into Zeigler was frustrated by the strikers. A contingent of Italian twenty-three in number, were sent out from St. Louis this morning to fill the places of the strikers. Some eight or ten of the private guards of Leiter at Zeigler were sent through this city on the morning train to Pinckneyville, ten miles west of here, to accompany the new guards.

The intention of Leiter being known here and a number of the local miners went over to Pinckneyville to meet the non-union men in an effort to prevent them from entering Zeigler. Upon the arrival of the train conveying the non-union men, the situation was explained by representatives of the United Mine Workers' union. Several submitted and agreed to return, while others, who were inclined to be somewhat contrary, were taken from the train by force.

The scene at the depot was little short of a panic. Several hundred miners had congregated and threatened to prevent any of the laborers who refused to comply with their demands. The guards made a feeble effort to force the miners to allow the Italians to go on unimpeded. When the train passed through this city, an route to Zeigler, it was met by crowds of union men and a thorough search was made. No objectionable laborers were to be found. The Italians were returned to St. Louis at once.

## BROTHERHOOD PAINTERS OUT.

**Strike Ordered on Several Buildings Contrary to the Arbitration Agreement.**

The Brotherhood of Painters has now violated the arbitration agreement of the Building Trades Employers' Association by ordering strikes of its members. The men demand an advance in wages from \$3.50 to \$4 a day. The strikes have been ordered on the Building Trades Employers' Association and the following buildings on which J. L. Nelson & Co. have contracts:

Sturtevant Hotel, Twenty-ninth street and Broadway; Delmonico Club, Fifth Avenue and Fifth Avenue; and the new apartment building at Fifth Avenue and Fifth Avenue. The men were ordered to keep up the strike. The employers will meet to-morrow and a decision is expected.

# FALL RIVER'S BIG STRIKE.

**Little Prospect of Settlement Soon—Strike Still Money.**

FALL RIVER, Mass., July 30.—After one week's duration the aspect of the textile strike is less reassuring for settlement. The strike committee are turning every stone to secure a steady supply of funds to compensate for the loss of \$250,000, which has been the regular weekly stipend of the workers.

President James Laney of the Textile Council received a despatch from John Golden to-day saying that the American Federation of Labor had promised to support the operatives in their strike. This was the result of a conference at Philadelphia between Gompers, Golden and Secretary Hildbrand.

## FOUND A FRENCH BAYONET.

**But Coroner O'Gorman Hardly Thinks It Is the One That Killed Hammett.**

Capt. Burfield of the Westchester police station, who was on his vacation in Montreal, has been summoned back by Inspector Albreton to get to work on the unsolved mystery of the murder of Private J. P. Hammett of Fort Schuyler. Yesterday the Inspector, the captain and Coroner O'Gorman held a three-hour conference over the case.

In the afternoon the Coroner and Capt. Burfield made a thorough search of the building of the National Refining Works, which is situated on Westchester creek near the spot where the artilleryman's body was found and which was closed for Saturday afternoon. They found a French bayonet six inches long, which they took away with them. They kept the find a profound secret, not even the watchman, William Peterson, knowing that they had found it. Coroner O'Gorman refused to say what opinion he held concerning the bayonet.

"I am going to put it under a microscope," he said, "to see if there are any blood stains on it. I don't want to cast any unfounded reflections. The bayonet may be used in writing the case history of the company manufacturer, or in handling the cakes. In all probability it will turn out to have no connection with the murder."

## AUTOMOBILISTS USE BRIDGES.

**Enforcement of Rule Against Machines on Brooklyn Ferries Diverts Traffic.**

As a result of the enforcement of the law against taking steam or gasoline automobiles on ferry boats under their own power few machines were seen near the East River ferries yesterday. Both the Williamsburg and Brooklyn bridges had an almost continuous line of autos passing over them.

Most of the auto drivers had heard of the new rule by yesterday and gave the ferries a wide berth. At the East Twenty-third street ferry only 15 machines attempted to cross, less than one-third the usual Sunday traffic. The East Thirty-fourth street ferry, the Long Island Railroad, where the rule is not enforced, expected to have more autos than could be handled.

But the automobile passengers of the ferries and there were only about 40 to cross instead of the 75 or 100 that have appeared on most holidays. The East Forty-seventh street ferry, where the rule is not enforced, and he was turned away.

This concentrated the auto traffic on the two bridges, and the result was that the four or five times as great a volume of autos crossed the Brooklyn Bridge between 12 and 1 o'clock in the afternoon.

"I am talking to strangers," said a toll taker on the Brooklyn Bridge. "They forget to stop at the toll gate, and they drive all over the car tracks. They make a lot of trouble and I wish their ferries would take 'em back."

It is said that the rigid enforcement of the rule against autos on the ferries is partly inspired by a fear of the steamboat inspectors and partly by the hope that the Automobile Club of America will drop the matter and secure the repeal of the law.

## AUTO THE VICTIM THIS TIME.

**Two Cars Smash Up Watkins' Car—Time to Stop Close Shaves," Says He.**

An automobile was crossing Park row, heading for the Bridge entrance, early last evening when it was struck by a car coming from the Brooklyn Bridge. The car was damaged and the driver was injured. The car was damaged and the driver was injured.

One way to punish autoists. If Chatham, N. J., People Can't Catch Offenders They'll Have License Revoked. CHATHAM, N. J., July 30.—Despite threats and lawsuits, the war against autoists who speed their machines through Chatham at an unlawful rate of speed is going on. Under the advice of counsel, though, the authorities are proceeding with greater caution.

Max W. Ehrlich, chauffeur for John I. Blair of 6 East Sixty-first street, New York, recently drove his machine through Chatham at a speed exceeding the limit. Marshal Madigan noted the speed and took the car to the station. Blair, however, was not to be deterred. He wrote a letter to Mr. Blair, saying that as he lived in New York it was not possible to serve a summons on him, but that he would accept service proceedings would be started to revoke his license. Mr. Blair acknowledged his guilt and paid a nominal fine.

## OLD WHITNEY HOUSE WAIF.

**James Henry Smith's Caretaker Finds Baby in the Area All in White.**

Charles Verrill, caretaker of James Henry Smith's mansion at 871 Fifth avenue, formerly the home of William C. Whitney, was returning there with his wife about 11:30 o'clock last night when they heard a baby crying somewhere in the park. Verrill looked around inside the park gates and finally found a mite of a baby lying on the brick pavement of the driveway. The baby was about 2 weeks old and appeared to be the healthiest kind of a baby, for the way it expended its lungs and yelled for assistance.

# PLUNGER RYAN OUT ON BAIL.

**GIVES BONDS FOR \$7,000 IN ST. LOUIS AND STARTS EAST.**

The Former Get-Rich-Quick Man Says He Was Arrested for Political Purposes—Was Taken West by an Unexpected Way—Declares That He Is Innocent.

St. Louis, July 30.—John J. Ryan, the former get-rich-quick promoter and turf blighter of this city, who was arrested at Brighton Beach racetrack on last Tuesday, reached St. Louis a prisoner this morning. Ryan was taken directly to the Four Courts and arraigned before Judge McDonaid on three charges of grand larceny, and charged with embezzlement by bailors. In each of the grand larceny counts bail was fixed at \$1,000 and in the embezzlement charge at \$4,000. These bonds, aggregating \$7,000, were signed by Mrs. Maloney.

Ryan was brought to St. Louis by a roundabout way to escape any habeas corpus proceedings on the way. He left New York two and a half hours before the time scheduled for departure. Detective Killian persuaded Ryan to cross the river to Jersey City on Thursday evening. They boarded the Pennsylvania express and were quickly carried toward Philadelphia, with his lawyer, Attorney Nolan, at the Waldorf-Astoria waiting for them so that the 11:40 New York Central train could be taken.

"There's nothing to these charges," Ryan said. "I'll give you out of it to the old cases revived, nothing more and I'll prove this, at my trial," said Ryan, with a wave of his diamond bedecked hand. "Political prestige is needed by a certain official, and he thinks he can get it by making me prove my innocence. The money was lost. I lost more than any of them and am not complaining."

"I'm not a rich man, but I made my money out of my knowledge of racehorses and ability to pick the winners. I stole from no one. All the money that was left was equally divided. The break up of the E. J. Arnold Company frightened those who had money in my company, and there was a run on our bankroll. I paid all I could and then to save all others had to shut down. In New York, on account of this new trouble, I had to sell out my stable and lost money on the sell-off. All I got was about \$27,000. That stable was easily worth \$60,000."

Ryan left for the East to-night.

## WILL HAVE A VARDAMAN P. O.

**Mississippi Citizens to Start One of Their Own if Roosevelt Doesn't Yield.**

NEW ORLEANS, July 30.—The refusal of the United States postal authorities to establish a post office at the new town of Vardaman, Miss., which is attributed to Mr. Roosevelt's personal dislike of the town, has raised a storm of indignation in the State. A conference was held at Jackson to-day at which the two Mississippi Senators and all the Congressmen from the State were asked to take the question up and fight it to the end.

If the postal authorities will not establish the office at Vardaman the people of that town will open a post office of their own. The town of Vardaman is situated in the heart of the State. It is a town of 100 people. It is a town of 100 people. It is a town of 100 people.

Washington, July 30.—Postmaster General Payne has carried out his threat to close the post office at Vardaman, Miss., a town of 100 people, because of the refusal of the United States postal authorities to establish a post office at the new town of Vardaman, Miss., which is attributed to Mr. Roosevelt's personal dislike of the town.

Whether or not the Post Office Department decided to call the office Vardaman, no doubt exists. The Postmaster General Payne did not feel justified in permitting his Department to sanction any compromise to a man who had criticized the Government and its policies. The Postmaster General Payne did not feel justified in permitting his Department to sanction any compromise to a man who had criticized the Government and its policies.

## TRUCK BLOCKS BRIDGE TRAFFIC.

**Breaks Down on Trolley Tracks—Holiday Closes Jam Park Row Entrance.**

A big double truck that was climbing over the hill on the Brooklyn Bridge yesterday broke down on the trolley tracks yesterday afternoon and held up thousands of persons who were hurrying homeward to enjoy their half holiday. The accident happened shortly after 1 o'clock and it was not an hour before the trolley cars were out of the way and the trolley traffic stretched way out to Park row jammed the trolley cars.

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## BATH BEACH BABY SHOW.

**Roosevelt, Parker and McClellan Have Been Invited to Judge the Exhibit.**

The Bath Beach Baby Show Association will hold its first annual show on Saturday afternoon, Aug. 12, in the Fort Lovett Hotel. Charles Meyer, president of the association, although only 35 years old, and looking ten years younger, is a grand mother.

A prize of a diamond locket will be offered for the prettiest baby, a silver knife, fork and spoon for the fattest baby, and a silver cup for the best baby. The competition is open to all children born in the Great New York and who are between 1 and 3 years of age.

## KILLED BY A TROLLEY CAR.

**Passengers Lifted Vehicle and Got Man Out—Died Soon After.**

James Morrell, 45 years old, who had been helping to push a truck into a lumber yard at Manhattan Crossing and Fulton street, East New York, was run over and killed by a Fulton street trolley car last night. The truck was loaded with lumber and Morrell was well known to the trolley car driver. The trolley car driver was not to be deterred. He wrote a letter to Mr. Blair, saying that as he lived in New York it was not possible to serve a summons on him, but that he would accept service proceedings would be started to revoke his license. Mr. Blair acknowledged his guilt and paid a nominal fine.

# AIRSHIP INVENTOR DEAD.

**Charles F. Hoffman Drowned When He Thought Success Was Near.**

BOSTON, July 30.—Through the death of Charles F. Hoffman near Billerica on Tuesday last, the world has been deprived of another man who thought he had solved the airship problem and was about to test the machine he had spent many months in constructing.

Hoffman was 30 years of age and lived in Somerville with his parents. For the purpose of giving his flying machine a private test, he secured the use of a cottage at West Bedford, on the Concord river, and it was while canoeing on Tuesday that he met his death. He had been out paddling and was caught in a severe thunderstorm. Lightning struck the water close beside him, causing the death of Hoffman as he was rowing his rubber boots he was drowned quickly.

For several years Hoffman has been working in the abandoned pumping station at East Lexington, endeavoring to construct a machine that would carry him through the air safely. From early boyhood he had been attracted by the problem and he studied diligently the results of scientific experiments on the subject, and collected an early age a 22 horse-power gasoline engine that weighed only fifty pounds. He guarded his machine very closely and refused to allow the curious an entrance to his workshop.

About two years ago he had a flying machine nearly completed, and first tried it in East Lexington without wings. He was sent along one of the Concord river in a motor launch at an approximate speed of thirty miles an hour, when a rise in the water was attempted. It was, in a measure, successful, but the launch was not strong enough to go very high as the machinery was not regulated correctly.

Encouraged, the young man continued to improve his airship and said he expected to have it ready for a public trial soon, and thought he would succeed in attaining a speed of 70 miles an hour in the time he had taken to construct it. He was working on the machine at the time of his death. He was working on the machine at the time of his death.

## MARMADUKE TILDEN DEAD.

**Ex-Superintendent of Larchmont Yacht Club Stricken With Apoplexy.**

Marmaduke Tilden, for many years superintendent of the Larchmont Yacht Club, died suddenly of apoplexy at 6:30 o'clock yesterday afternoon while sitting on a bench in the Larchmont Yacht Club headquarters at Benedy and Westside avenues. He went to the golf grounds with his son, Marmaduke, Jr., who is an officer of the club, and was watching some young women playing tennis when he was stricken.

Telephone messages were sent to Drs. E. L. Bull, L. A. Opyk, and John Nevins, who arrived at 1:30 p.m. and found Mr. Tilden lying on a bench in the Larchmont Yacht Club headquarters at Benedy and Westside avenues. He went to the golf grounds with his son, Marmaduke, Jr., who is an officer of the club, and was watching some young women playing tennis when he was stricken.

Mr. Tilden's body was removed to his home at 156 West 156th street, where he was born in Baltimore 67 years ago. He was a member of the Erie Railroad Club, and was a member of the Erie Railroad Club. He was a member of the Erie Railroad Club.

He was elected to the House of Assembly in 1877 and served in the assembly for many years. He was a member of the Erie Railroad Club, and was a member of the Erie Railroad Club. He was a member of the Erie Railroad Club.

## Obituary Notes.

Charles McDuff died in the Charity Hospital at Shreveport, La., yesterday, aged 42. He was a graduate of the University of the South at Sewanee, Tenn., and later an instructor in the college. He became editor of the "Morning News" at Shreveport, La., and was a member of the Erie Railroad Club.

Benjamin Hinkson, the last survivor of the "Bridges" movement in New England, died on Thursday night at his home in Fitchburg, Mass. He was a member of the Erie Railroad Club, and was a member of the Erie Railroad Club. He was a member of the Erie Railroad Club.

County Commissioner W. B. Hundley of Helena, Mont., was found dead at his residence at Helena, Mont., yesterday. He was a member of the Erie Railroad Club, and was a member of the Erie Railroad Club. He was a member of the Erie Railroad Club.

John F. Morris, one of the best known business men of New York, died yesterday at his home in New York. He was a member of the Erie Railroad Club, and was a member of the Erie Railroad Club. He was a member of the Erie Railroad Club.

William P. Dupuy, aged 54 years, postmaster of Rockton, N.Y., died yesterday at his home in Rockton, N.Y. He was a member of the Erie Railroad Club, and was a member of the Erie Railroad Club. He was a member of the Erie Railroad Club.

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## LOU DILLON ILL.

**Trotting Queen Develops High Fever After Race at Glenville.**

CLEVELAND, July 30.—Lou Dillon, 15½, the world's champion trotter, is a very sick mare and her condition is serious enough to cause a general alarm among the horsemen and trainers in the city. For the first time in her career she has shown a disposition to be sulky and refused to start. She was taken to the Glenville track to-day and was not herself. Still there was no general alarm until toward evening when it was seen that she had a high fever.

# VESPER CREW BEATS RIVALS.

**WIN EXCITING RACE FROM ARGONAUTS OF CANADA.**

Big Crowd at the Finals of Olympic Regatta on Crève Coeur Lake—Philadelphia Eight Stronger at the Finish.

St. Louis, July 30.—Before an immense crowd of spectators up and down the banks of Crève Coeur Lake, the final races of the Olympic National Regatta of the National Association of Amateur Oarsmen were held to-day under favorable circumstances. There were several decided features in the day's racing, chief of these being the senior eight-oared shells, which was won by the Vesper B. C. of Philadelphia from the Argonauts of Toronto in an exciting contest.

How to bow they pulled down the course, hardly varying a foot and neither taking water from the other. The Argonauts hit the stroke up a trifle when they reached a point about half a mile from the starting point and forced ahead several feet. The steady stroke of the Vespers overcame the lead little by little. Then the stroke was raised, the voice of the coxswain could be heard as he called in words of encouragement to his men, and the endurance of the Vespers became apparent as they gradually pulled away from the Argonauts and increased the gap with every stroke. The superior condition of the Vespers carried them over the finishing point with a good two foot length to spare.

The Vespers finished in good condition, but the men in the Argonaut shells, who were rowing in a dead faint on the bottom of the shell, the time of the day was not taken because of having no man in the boat at the start.

Intermediate Single Sculls—Final heat—Won by Fred Shepherd, Haverwood Boat Club, Long Island City, N. Y., 10 minutes 45 seconds. Second heat—Won by Fred Shepherd, Haverwood Boat Club, Long Island City, N. Y., 10 minutes 45 seconds.

Intermediate Double Sculls—Won by Haverwood Boat Club, Long Island City, N. Y., 10 minutes 45 seconds. Second heat—Won by Haverwood Boat Club, Long Island City, N. Y., 10 minutes 45 seconds.

Senior Eight Oared Shells—Won by South Side Boat Club, Quincy, Ill., 10 minutes 45 seconds. Second heat—Won by South Side Boat Club, Quincy, Ill., 10 minutes 45 seconds.

Senior Single Sculls—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Double Sculls—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Four Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Six Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Eight Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Ten Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Twelve Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Fourteen Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Sixteen Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Eighteen Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

Senior Twenty Oared Shells—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds. Second heat—Won by Atlantic Boat Club, New York City, 10 minutes 45 seconds.

## CRICKET AT PROSPECT PARK.

**Team B of the West Indians played the Lily Whites at Prospect Park yesterday and suffered defeat by 61 runs.**

# COATES' ORIGINAL PLYMOUTH GIN.

**A product perfected by the Black Friars of England, and still made and bottled at the Black Friars Distillery, Plymouth, England. A pure, dry unsweetened gin. The standard for more than two centuries.**

**The only Gin made and bottled at Plymouth, England.**

**Sold in bottles only.**

**Look for the Monk on the label.**

**NEW YORK & KENTUCKY COMPANY.**

**222 5th Avenue, Cor. 27th Street, NEW YORK CITY.**

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